

No: 10/87

Ref: 1c

Aircraft type and registration: Cessna FA150L G-AYRP

No & Type of engines: 1 Continental Motors Corporation O-200-A piston engine

Year of Manufacture: 1971

Date and time (UTC): 2 August 1987 at approximately 0910 hrs

Location: White Roding, Essex

Type of flight: Private (positioning)

Persons on board: Crew — 1 Passengers — None

Injuries: Crew — None Passengers — N/A

Nature of damage: Damaged beyond economical repair

Commander's Licence: Private Pilot's Licence with IMC, Night and Instructor's Ratings

Commander's Age: 35 years

Commander's Total Flying Experience: 1700 hours (of which 600 were on type)

Information Source: Aircraft Accident Report Form submitted by the pilot.

The aircraft had been parked, since 1700 hrs the previous evening, with quarter-full fuel tanks. At about 0905 hrs the following morning, when the pilot arrived at the airstrip, the ground was covered with a heavy dew. The temperature was reported at a nearby airfield as plus 10 degrees C.

Following rather hurried external pre-flight checks, the engine was started and a thorough run-up carried out. Subsequently, the pilot cannot remember whether he had done a water-drain check of the fuel tanks or a substantial check of the effect of "carburettor heat" on the engine performance. However, he does remember draining the engine fuel-water trap.

A normal take-off was achieved until, at about 80 feet agl, the engine rpm suddenly and unaccountably dropped from 2600 to 2000, without any apparent misfiring. Further climb was not possible and the aircraft began a gentle descent towards some electrical power cables running across the overshoot area. Realising that the aircraft was not going to clear them, the pilot then turned left, parallel to the cables, over a field of potatoes towards some houses. Being unable to clear the houses, he then abandoned the attempt to continue the take-off and made a forced landing in the field. The landing run was diagonal to the furrows in the field surface, and the aircraft flipped over onto its back.

The pilot's full restraint harness withstood the force of the impact and there was no fire.